



King County

Department of Transportation
Road Services Division
201 South Jackson Street
Seattle, WA 98104-3855

PRSRT STD
U.S. POSTAGE
PAID
SEATTLE, WA
PERMIT NO.6966



NE Woodinville-Duvall Road



King County
Department of Transportation

© 2023M printed on recycled paper using soy-based inks

Issue 2 ♦ August 2003



NE Woodinville-Duvall Road



King County
Department of Transportation

PROJECT HIGHLIGHTS

The King County Department of Transportation is analyzing five alternatives for improving safety and mobility along NE Woodinville-Duvall Road from the Woodinville city limits to 350 feet west of Avondale Road*. The alternatives range from taking no action to expanding the road to five lanes. Most of the alternatives include shoulder improvements such as drainage ditches, curbs, and paths for pedestrians, bicycles, and horses.

For More Information...

visit the project website:
www.metrokc.gov/kcdot/roads/projects/wdrd/

or contact:
Barbara de Michele
at 206-263-3792 or
barbara.demichelle@metrokc.gov

or write to us at:
King County
Department of Transportation
Community Relations
201 South Jackson Street
MS KSC-TR-0824
Seattle, WA 98104

How Can I Get in the Loop?

YOU'RE INVITED!

OPEN HOUSE

Thursday, September 25

5:30 to 7:30 P.M.
Bellevue Christian Mack
Elementary School
18250-168th Place NE
Woodinville, WA

Join us and learn more about:

- Traffic analysis
- Environmental studies
- Alternative evaluation

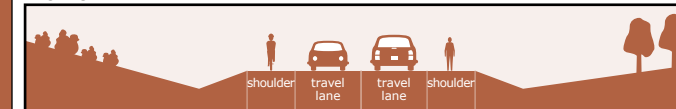


We Want to Hear From You!

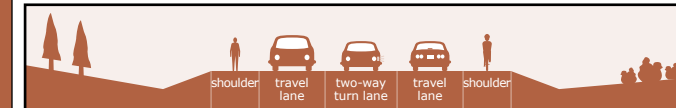
**NE Woodinville-Duvall
Road Project Open House**
Thursday, September 25
5:30 to 7:30 P.M.
Bellevue Christian Mack
Elementary School
18250-168th Place NE
Woodinville, WA

The Alternatives:

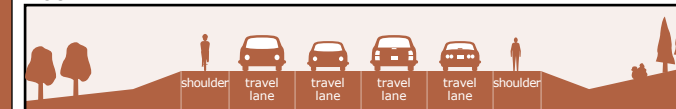
NO-BUILD ALTERNATIVE



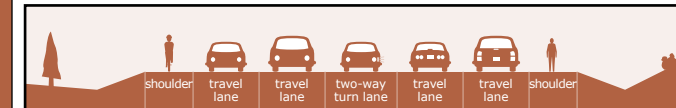
THREE-LANE ALTERNATIVE



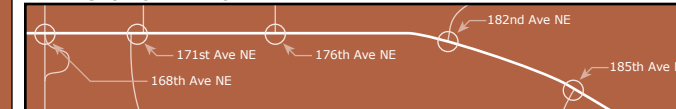
FOUR-LANE ALTERNATIVE



FIVE-LANE ALTERNATIVE



INTERSECTION IMPROVEMENT ALTERNATIVE



All of the alternatives are open for comments and suggestions, and the public is invited to an open house on Thursday, September 25, to learn more and provide feedback that will help us choose a preferred alternative. The open house will be held at Bellevue Christian Mack Elementary School at 18250-168th Place NE from 5:30 to 7:30 p.m.



The NE Woodinville-Duvall Road project links to another King County road project focusing on improvements to the Avondale/NE Woodinville-Duvall Road intersection. For more information, please contact Barbara de Michele, Transportation Community Relations, at 206-263-3792.



NE Woodinville-Duvall Road



King County
Department of Transportation

Public Involvement

On October 29, 2002, more than 80 community members participated in an open house that was held to identify issues and opportunities related to improving the roadway. Participants provided input on the five improvement alternatives as well as environmental considerations, community needs, and roadway issues. Safety issues were the top concern. The three- and five-lane alternatives drew the most interest from participants. Many expressed a desire for a left-hand turn lane and areas for pedestrians and bicyclists. Participants said they want to protect the environment and fix mobility problems without changing the community's character. Few were interested in the four-lane and no-action alternatives.



Finding the Best Roadway Solution

To help receive and review public feedback about proposed improvements to NE Woodinville-Duvall Road, the County formed a Community Advisory Group whose 13 members were chosen based on their affiliation with area organizations, geographic location, or representation of various interest groups such as property or business owners, bus or car commuters, or environmental enthusiasts. The group met four times between September 2002 and March 2003.

With the Community Advisory Group's assistance, the County's Road Services Division has chosen the criteria that will be used to determine the most appropriate alternative for improving NE Woodinville-Duvall Road. Each of these criteria will be carefully considered in relationship to the five alternatives (no-build, 3-lane, 4-lane, 5-lane, and intersection improvement). The criteria have been grouped into four categories:

- **Meets Purpose and Need:** How well does the alternative increase the capacity of the intersection and corridor?
- **Transportation:** Does the alternative include improvements for non-motorized transportation (i.e., bicycles, pedestrians, and horses)? Does it improve the roadway's overall operation and safety? Does it improve traffic on secondary (feeder) roads?
- **Environment:** How does the alternative affect water quality and quantity, wetlands, streams, trees, and air quality? Will it increase or decrease noise levels, or affect any historical, cultural, or recreational resources?
- **Implementation:** Does the alternative have public acceptance? Does it involve acquiring properties for right-of-way? What will it cost, and are the benefits appropriate to the cost?

Community Advisory Group Does Its Homework

In March 2003, the members of the Community Advisory Group finished making site visits along the roadway. Each member studied sections of the road and reported his or her findings regarding the roadway's characteristics and possible solutions to observed problems. Many members suggested pedestrian improvements in an effort to address safety issues in areas with access to parks and businesses. The group expressed concern about property impacts, wetland protection, and driving speeds if the chosen alternative involves widening the roadway. These concerns have been incorporated in the evaluation criteria that will be used to determine the best alternative. The CAG members are: Steve Bailey, Herb Benzel, Mark Carlson, Nicholas Carlson, Kevin Coughlin, Joan Fleming, Mark Guarino, Snake Johns, Betty Keeton, Norman Maddex, Peter Pentz, Carol Porter, Paul Shimada.



Eco-Friendly Roadway Design

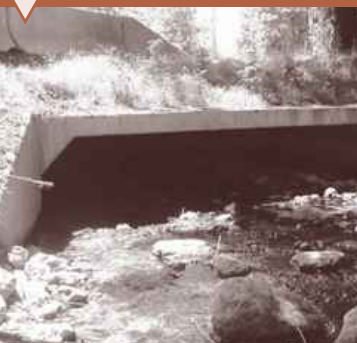
King County takes an environmentally responsive approach when designing road capacity improvements. Our designers avoid impinging on environmentally sensitive areas wherever possible. In projects where some environmental impact cannot be avoided, they strive to minimize the impact and also provide mitigation, or equivalent environmental enhancements in another location. Many times, roadway project designers have been able to improve degraded ecosystems as part of their projects.

A variety of community and environmental improvements are possible when providing for the containment and treatment of stormwater runoff from roads. Dry detention areas created to absorb 100-year floods can serve as informal playfields. Planted roadside channels provide green buffers between the roadway and surrounding areas, and containment ponds can be visually appealing and provide habitat. Wetland improvements include the addition of native plantings and removal of invasive species, and the replacement of pipe culverts with box culverts allows fish to pass. Sometimes retaining walls and vaults are installed to minimize erosion, contain large stormwater flows, slow filtration, and reduce ecological damage.

Potential environmental improvements from the NE Woodinville-Duvall Road project include improved fish passage at culverts and enhanced water quality for Daniels Creek and Cottage Lake Tributaries.

Project Schedule		2003
August	Environmental Studies	
September	Analysis of Alternatives Open House II	
October	Community Advisory Group Recommendation Select Preliminary Preferred Alternative Roadway Alternative Design Study	
November	Environmental Documentation	
December	Preliminary Draft Environmental Assessment	

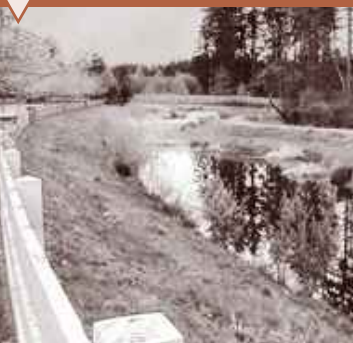
Box culverts allow fish to pass



Dry detention ponds also serve as playfields



Wet ponds provide habitat and visual relief



Wetlands reintroduce native plants

